

CREAM!
RICH
THICK
CREAM
SEE LAST PAGE.
[68-2]

Hongkong Daily Press.

ESTABLISHED 1857

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No. 17,429. 號九十七百四千七萬一第 日二十二月二年寅甲 HONGKONG, WEDNESDAY, MARCH 19TH, 1914. 三拜禮 號八十月三年三國民華中 PRICE, \$3 PER MONTH.

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8.00 " 10.00 " " 15 " "
10.00 " 11.00 " " 15 " "
11.00 " 12.45 p.m. " " 15 " "
12.45 p.m. 1.15 " " 15 " "
1.15 " 1.45 " " 15 " "
1.45 " 2.15 " " 15 " "
2.15 " 2.45 " " 15 " "
2.45 " 3.00 " " 15 " "
3.00 " 3.15 p. " " 15 " "
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[29]

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[338]

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5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.
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[720]

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Hongkong, 16th April, 1913. [324]

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MARRIAGE.

MORRISON—MORE.—At St. John's
Cathedral, Hongkong, on 10th March,
KENNETH SINCLAIR, elder son of the
late JOHN MORRISON, of Manchester,
to PHYLLIS MURIEL, only daughter of
the late ANDREW CHARLES MORE,
Hongkong, and of Mrs. MORE,
"Lauriston," Hongkong.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 16th, 1914.

In view of the interest which has been
aroused in Hongkong by "Electricity's" recent
article in the Daily Press on the subject of
the electricity supply in the Colony, it will
not be without local interest to note a few
points of the discussion which has been
proceeding in Shanghai during the past
month or so on the advisability of trans-
ferring the Electrical Department of the
Municipal Council to a private Company.
A Special Committee appointed after the last
Ratepayers' meeting to consider the subject
reported that while they were unanimously
of opinion that the Department is an asset
of such value to the community that it
should not be handed over to outside con-
cessionaires or financiers under any cir-
cumstances, they nevertheless, with out sug-
gesting any definite scheme of conversion,
believe that a Company might be floated
through the Council which would ensure
greater flexibility of management, more
expansiveness and a larger return for the
relief of the rates. It is to be stipulated
that the Council should hold not less than

half the total number of shares, in order to
control all meetings of the Company, and
that there should be adequate security for
the standing of existing loans and safe-
guards as regards the tariff of charges.
The recommendations of the Committee are
meeting with strong opposition. The N.C.
Daily News says that however many excel-
lent reasons are adduced for selling the
Department, it believes that there are far
more excellent reasons why it should not
be sold. On the part of those who favour
the transfer it is urged that the Council's
connection with the Department is not
altogether advantageous to the undertaking,
owing to restrictions imposed on Municipal
trading, and the fact that "the necessary
extensive borrowings for the account of
the Department (no provision being made for
the separate redemption of the Electricity
loans) tend to fetter the issue of Municipal
Loans for General Purposes." On the
other hand, it is pointed out the Department
has had to spend large sums in building up
its business and consequently has hitherto
returned but a comparatively small sum to
the Council. On this point our
Shanghai contemporary has expressed the
opinion that:—"Most ratepayers will feel
that now is the time when they may begin
to look for a return, if indeed they are not
getting it already in the extreme cheapness
of our light; and that at any rate they would
rather run the risk of receiving no more
than they do at present, than experiment in
fields of private enterprise. Underneath all
else, there will be the feeling that in trans-
ferring the Department to a company, we
should be creating a new monopoly. Shang-
hai's actual experience of monopolies is not
wholly good, and however carefully it might
be hedged about at first, there cannot but
be a danger that the new monopoly would
share the shortcomings of its brethren."

According to the Department's own
showing the profits during the past ten
years amount to about Tls. 700,000, but all
the surpluses year after year have been
added to the capital, thus reducing the
borrowing. Some figures are given in the
Municipal Gazette for March 12th which
show the tremendous development in the
business which has taken place in the last
few years. In 1910 the units sold totalled
6,184,150; in 1913 the total was 21,888,230,
and our readers will be especially interested
in the figures for 1913 showing the units
sold for lighting, power, heating, and
traction, the percentage of increase as
compared with 1912 and the average price
per unit, as under:—

	1913	Per cent.	Average
Units Sold.	Increase.	price per unit.	
Lighting	8,507,546	57.77	8.34 Candelas
Power	6,934,471	200.50	1.98 "
Heating	271,655	129.08	8.5 "
Traction	5,177,677	9.38	2.7 "
Total	19,577,849	51.9	6.21 "
Accumulated	1,959,784	335.03	
Total	21,888,230	80.44	

The Electrical Engineer in his last Report
says among other things that it will be
possible to make a reduction in the
extremely low price now charged for
current to the lighting consumer. On
this our Shanghai contemporary remarks:
"No doubt the Council would make such a
reduction. But would a private company,
enjoying a complete monopoly?" General
experience, however, does not go to prove
that municipal bodies are able to carry on
such enterprises as successfully and as
satisfactorily as private companies, but
the contrast presented between the charges
of the Electricity Department in Shanghai
and those of the Electric Light Co. of Hong-
kong (27 cts. per unit) are very striking, and
unfortunately the ratepayers of Shanghai
cannot look to Hongkong for any evidence
that the transfer of the Electricity supply
of the Municipality to a private Company
will be to their advantage.

The Shanghai A.D.C. last week pre-
sented as their 170th production "Joseph
Entangled."

The Criminal Sessions commence at the
Supreme Court to-day, eight cases being
down for hearing, including two of
murder.

A Filipino who stowed away on the
Pacific Mail steamer *Manchuria* was
sentenced to six weeks' imprisonment
yesterday.

A Chinese was found on the hillside
near the Sikh Temple with a girdle tied
tightly round his neck. He was taken to
the Hospital, and is expected to recover.
It is assumed that he attempted suicide.

We are officially informed that Hong-
kong has been declared by Bangkok to be
an infected port on account of plague.
Vessels are required to remain at the
quarantine anchorage at Kalahphra until
ten days have elapsed since leaving
Hongkong.

The weekly health return shows that
there were 38 cases of plague, 23 being
fatal. There were three cases of enteric
fever (two Chinese and one British), two
being fatal, and two of small-pox, both
Chinese.

A dance in celebration of St. Patrick's
Day took place last night at Kingsclere.
It was largely attended and as the
dominant colours of the attire of both
ladies and gentlemen were green and
white the general effect was very
picturesque.

The First Magistrate (Mr. F. A.
Hazelard) has gone into the Government
Civil Hospital, suffering from lumbago,
but is expected to be out again in a few
days. Meanwhile, Mr. C. D. Melbourne
has gone to the Magistracy as
Second Magistrate. Mr. J. R. Wood
officialing in the larger Court.

At the Magistracy yesterday a gardener
employed by Mr. T. E. Pearce, 107, The
Peak, was charged with the larceny of
a clock, the property of his employer. It
appears that the defendant pawned the
clock for \$8, and then did himself well
on roast foodstuffs. He was sentenced
to three months' hard labour and four
hours' stocks.

THE PIRACY OF THE "CHILDAR."

THE VALUE OF THE LOOT.

According to the official police report,
the amount of money, property, jewellery,
etc., taken away from the *Childar*, which
was attacked by pirates whilst en route
to Swatow, totalled \$21,192. This is made
up as follows:—Money, \$14,865; cloth-
ing, \$3,028; jewellery, \$1,906; ginseng,
\$500. A mail bag, for Bangkok, was
also stolen. The value of the contents has
not yet been ascertained. The pirates
spoke English, Ping Hoi, and Hakka.

THE POKFULAM DAIRY FARM
OUTRAGES

At about midnight on the 15th inst., yet
another outrage on the pigs at the Pok-
fulam Dairy Farm was perpetrated, two
of the animals in No. 14 paddock being
stabbed to death and one other seriously
injured. Police were on the watch and
heard the squeals of the pigs. They saw
five men running, and caught two, whom
they escorted to the Police Station.
Subsequently Mr. Oliphant, the manager
of the Farm, came to the Station and
stated they were two of the men set to
watch the pigs. The police are investigat-
ing.

WHO KILLED THOSE TREES?

[The felling of the large leafy trees which
shaded the centre of the wide road extend-
ing from Queen's road to Queen Victoria
statue, the subject of much adverse
criticism in the Colony, and has led to the
following outburst by a poet who wishes to
make due acknowledgments for his inspira-
tion to the author of "Poor Cock Robin."]

Who killed those trees?
Not I, said Chatham;
I've not been at 'em!

I've killed no trees.

Nor I, echoed Churchill,
'Twas not done by my will
I've killed no trees.

Nor I, chimed in Perkins,
Though it aids my road workings,
I didn't kill the trees.

Then who is the Vandal
That's caused a great scandal
By killing those trees?

Come now, Friend Tutcher,
Were you the butcher?
Who felled those fine trees?

Who gave the order? Was't Council or
Court?
Bade thee indulge in such wanton sport
As felling those trees?

Why was it done?
Asks every man's son
Lamenting those trees.

The birds of the air fell a-singing and
a-sobbing
And so do we all at sight of this robbing—
So do we all at sight of this robbing.

Who'll buy the logs—
They'll make kennels for dogs
Or sties for fat hogs
Who'll buy the logs?

And take them away
Test for ages they stay
Where the Vandal has placed them
All in a heap
Making men weep
Who'll take them away?

The birds of the air fell a-singing and
a-sobbing
And so do we all at sight of this robbing—
So do we all at sight of this robbing.

HONGKONG SHIELD
COMPETITION.

HONGKONG F.C. v. H.M.S. "HAMPSHIRE"
In this replayed semi-final, to be played
this afternoon on the Hongkong F.C.'s
Ground at Happy Valley, at 4.30, the
following have been chosen to represent
the Club:—W. G. Cope, A. T. Hamilton
and J. Stalkor, R. F. Long, W. B.
Rigden, and R. C. Barlow, D. Larkins,
A. L. Gace, P. Wilkie, W. V. Pennell, and
I. L. Goldenberg.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A PARIS SENSATION.

FINANCE MINISTER'S WIFE KILLS
HUSBAND'S POLITICAL OPONENT.

LONDON, March 17th.

Paris has been excited for days in
consequence of a newspaper duel which
has been waged between M. Calmette, a
political journalist, and M. Caillaux, the
Minister of Finance.

The former's animus was always
marked, and it culminated in charges
reflecting upon the personal honour of M.
Caillaux, whom he accused of using his
position to endeavour to obtain huge
sums for the Radical Party fund and of
changing his opinions in regard to the
Income Tax.

M. Calmette was leaving his office,
accompanied by the novelist, M. Bourget,
when the card of Madame Caillaux
was handed to him. Madame Caillaux,
in the coolest manner, followed M. Cal-
mette into his room, and opened fire
immediately with a Browning pistol.

M. Calmette fell at the first shot, and
Madame Caillaux calmly fired four more.
Journalists, who poured into the room,
heard M. Calmette muttering "I have
only done my duty."

Madame Caillaux, who is a leader of
Society and a noted beauty, told the
police magistrate that she only wanted to
wound M. Calmette. She added that she
regretted the act and would be pleased
to hear that M. Calmette was out of
danger. She also stated that she bought
the revolver yesterday afternoon.

When M. Caillaux left the Police
Station the mob rushed at him, brandish-
ing sticks and umbrellas and shouting,
"Down with the Assassin."

The crowds are marching the Boulevards
shouting "Down with Caillaux."

LATER.

M. Calmette is dead and M. Caillaux
has resigned.

AN AUSTRALIAN MYSTERY.

DYNAMITE THROUGH THE POST.

LONDON, March 17th.

The Sydney *Daily Telegraph* states that
Mr. Frederick Lee, Commissioner of the
Closed Settlement Bureau, along with
two others, was seriously injured by the
explosion of a postal parcel containing
dynamite and gelignite, which was con-
tained so as to explode when opened.
There is no clue to the identity of the
sender.

AUSTRALIA'S ARMY.

LONDON, March 17th.

Brigadier General Bridges, Comman-
dant of the Royal Military College of
Australia, has been offered the post of
Inspector-General of the Military Forces
of Australia.

DEATH OF CRIMEAN VETERAN.

LONDON, March 17th.

The death is announced of Lieut.
General Wilmot Henry Bradford, Colonel
of the Royal Irish Rifles.

[The deceased entered the Army in 1833,
was made Lieut. General in 1877, and
retired in 1884. He served with the Rifle
Brigade in the Crimea, and secured a
mail with two classes, the Turkish medal,
and the 5th class Medjidie.]

INTERNATIONAL ASSOCIATION
FOOTBALL.

LONDON, March 17th.

For the International "Soccer" match
at Cardiff between England and Wales
the weather was stormy, but the ground
was in a fair condition. There were
12,000 spectators. Play in the first half
was fairly even, and there was no scoring.
In the second portion of the game the
Welshmen lost Vizard, England forcing
the pace, scored twice through Smith and
Wedlock, thus winning by two goals to
nothing.

BILLIARD CHAMPIONSHIP.

LONDON, March 17th.

The match for the Billiard Champion-
ship between Reece and Stevenson was
most exciting, the scores being: Reece,
9,000; Stevenson, 8,388. The latter at one
time led by over 3,000. The winner meets
the champion, Inman, to-day.

[THROUGH REUTER'S AGENCY.]

CATASTROPHE IN CANCASSIA.

EXTRAORDINARY PHENOMENA.

ST. PETERSBURG, March 17th.

The full extent of the Kuban
catastrophe is still unknown. The
telegraph communication is interrupted.

MUDDY RAIN AND A LONG NIGHT.

TIFLIS, March 17th.

Tiflis and other towns were overhung
by a heavy yellow cloud, from which
muddy rain descended. The phenomena
was due to a dust storm over the Baku
section of the Trans-Caucasian Railway,
which is at present interrupted through
accumulations of dust. Night set in at
three o'clock in the afternoon.

SOUTH AFRICAN INDEMNITY BILL.

IMPORTANT MODIFICATION OF CLAUSES
REGARDING DEPORTEES.

CAPE TOWN, March 17th.

The Indemnity Bill has passed through
the Committee stage of the Senate.
General Smuts made concessions regard-
ing the references to the deportees, the
principal being the deletion of the
paragraph in the preamble describing
them as permanently undesirable.

THE SOUTH AFRICAN DEPORTEES.

LONDON, March 17th.

Mr. Ramsay MacDonald, M.P., speak-
ing at Leicester, said that the Trade's
Unions were now communicating with the
Labourites of Canada, Australia, and
New Zealand with a view to bringing
pressure to bear upon the Union Govern-
ment to enable the South African de-
portees to return to South Africa.

EAST AFRICAN LOANS' BILL.

LONDON, March 17th.

In the House of Commons, the Right
Hon. Mr. L. Harcourt, Secretary of State
for the Colonies, introduced the East
African Protectorates' Loans Bill.

AMERICAN AMBASSADOR'S
RECENT SPEECH.

WASHINGTON, March 17th.

It is not expected that President Wilson
will pay even the slightest attention to
Mr. Chamberlain's motion asking Dr.
Page, the American Ambassador to Great
Britain, for an explanation of his recent
remarks concerning the Monroe doctrine
and the Panama Canal tolls. The
Government is apparently disposed to
treat the whole matter as a joke.

ANOTHER MEXICAN MURDER.

WASHINGTON, March 17th.

Mr. Bryan has ordered an investigation
to be made into the death of Mr. John-
stone, Postmaster at Tecate, California,
who was killed while defending his store
against some Mexican marauders.

PRINCE OF WALES LEAVES FOR
NORWAY.

LONDON, March 17th.

The Prince of Wales has left for Norway.
His Royal Highness crossed the Channel
in a gale, which continues to be general
along the coast, sometimes amounting to
a hurricane. Great damage had been
created by the wind and floods.

RUSSIAN ESPIONAGE IN AUSTRIA.

VIENNA, March 17th.

The trial of nine Russians on charges
of espionage on behalf of the Russian
General Staff has begun.

FATAL MOTOR ACCIDENT.

FAMOUS OCEANOGRAPHER KILLED.

LONDON, March 17th.

Sir John Murray, the well-known
Oceanographer, was killed in a motor
accident near Edinburgh and his daughter
was seriously injured.

[Sir John Murray, K.C.B., F.R.S., LL.D.,
D.Sc., Ph.D., was a Canadian-born, was
at one time Scientific Member of the Fishery
Board for Scotland, and was recently
engaged in a bathymetrical, physical, and
biological survey of the fresh water lakes of
the United Kingdom. He visited Spitz-
bergen and the Arctic regions as a naturalist
on board a whaler in 1902. He has made
numerous explorations in tropical oceanic
islands, and was aboard the Challenger
during exploration of the physical and
biological conditions of great ocean basins.
He has published numerous works on
subjects connected with oceanography,
geography, marine biology, and limnology.]

[THROUGH REUTER'S AGENCY.]

EARTHQUAKE IN JAPAN.

83 PEOPLE KILLED IN AKITA PREFECTURE.

TOKYO, March 17th.

Official telegrams speak of 83 persons
being killed and of 436 houses wrecked in
an earthquake in the Prefecture of Akita.
Communication is still greatly delayed.

ULSTER AND THE PREMIER'S
PROPOSALS.

MR. ASQUITH "NOT MUCH ENCOURAGED."

LONDON, March 17th.

At question-time in the House of
Commons, Mr. Asquith said he adhered
to the proposals he had made in regard
to Ulster. He hoped they would form
the basis of a settlement. Financial and
administrative adjustments would be
necessary if the proposals were accepted.
The adjustments were being carefully
worked out, but he was not at that
juncture prepared to formulate a cut-and-
dried scheme. He added that he had not
been much encouraged by the reception
of his proposals, and was still anxious
that they should be considered on their
merits. He wanted to know whether the
principle of the proposals was accepted
before going into detail.

GROSS SACRILEGE BY
SUFFRAGETTES.

BIRMINGHAM CATHEDRAL DECORATED WITH
WHITE PAINT.

LONDON, March 17th.

Suffragettes daubed, in white paint,
over the entire interior of Birmingham
Cathedral the words "Votes for Women,"
and similar "war-cries." It is feared
that the magnificent Burne-Jones window
will be permanently disfigured. It is
supposed that a Suffragette secreted her-
self in the building and admitted others
in the night.

There is no clue to the perpetrators of the
outrage.

A "WHIP" IN THE HOUSE.

LONDON, March 17th.

A Suffragette in male attire was
arrested in the Lobby of the House of
Commons with a hunting-crop in her
possession.

GERMAN ECONOMIC INTERESTS
IN CHINA.

BERLIN, March 17th.

At the first meeting of the German-
China Institute, which has been organised
with the object of promoting German
economic interests in China, a hundred
representatives of industry and trade were
present. Baron von Mumm, formerly
Ambassador at Tokyo, was elected Pres-
ident, and Herr von Losbell and Herr
Gustav Wieler, Hamburg merchants, were
elected Vice-Presidents.

THE KING AND GYMNASTICS.

LONDON, March 17th.

His Majesty the King witnessed a
gymnastic and boxing display at the
Albany Street barracks, including an
exhibition between Wells and O'Keefe.

DERBY BETTING.

LONDON, March 17th.

The Derby betting is 4 to 1 against The
Tetrach.

Y.M.C.A. CONCERT.

The programme arranged for the
Y.M.C.A. concert on Saturday gives
promise of exceeding its annual predeces-
sors.

The first part has been arranged by
Lady May, and includes Mr. and Mrs.
F. Grove and Mrs. H. Pfaff of Canton,
of whom the public has appreciative
recollections. Mr. E. Timmerscheidt is
our finest local amateur violinist and
his public appearances have been all too
rare. As Mr. Timmerscheidt is shortly
leaving for home, this will be his last
public performance, and the opportunity
of hearing him should not be missed.
The "Merry Makers," who have charge
of the second half, are supported by the
"Merry Makers Orchestra," of eighteen
pieces, specially set to music for the
occasion. Their performance is to be
topical and local, and we are promised
something entirely new to Hongkong.

A man named Mohammed Bux was
riding on the footboard of a tram-car
when he was requested to take a seat
inside. He refused and was arrested.
At the Magistracy yesterday he was fined
\$5.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

THE "WHITE WOLF" BRIGANDS.

MAGISTRATE EXECUTED FOR NEGLECT OF DUTY.

PEKING, March 17th.

The Magistrate of Liu-an has been executed by order of the Tzu-hu of Anhui, on a charge of neglect of duty in connection with the suppression of brigandage by "White Wolf."

A Presidential Mandate cites the fate of the Liu-an official as a warning example to other negligent officials.

THE CONSTITUTION COMMITTEE.

PEKING, March 17th.

The President has arranged that the inaugural address at the opening of the Constitution Committee session to-morrow shall be read by a delegate. The President will receive the members of the Committee on Thursday.

A RESIDENCE FOR THE VICE-PRESIDENT.

PEKING, March 17th.

President Yuan Shih-kai has inspected the Pei-Hai park, situated to the north of his residence and at the other side of the marble bridge, in the north-western part of the Forbidden City. The object of this inspection was the selection of a site for building a residence for the Vice-President. An enormous body of troops had been levied for closing the marble bridge to public traffic.

A COMMERCIAL CONGRESS.

SHANGHAI, March 17th.

Representatives of all the Chinese Chambers of Commerce have met at Shanghai to deliberate on the new Code of Mercantile Laws and also on the carrying into effect of the new stamp duties.

The Convention has also resolved to appoint a Committee to attend the San Francisco Exhibition.

THE PRESIDENT AND THE COUNTRY'S FINANCES.

PEKING, March 17th.

The President is working towards a future control of the Finances and of the Army from the Presidential Palace.

A JAPANESE ARRESTED.

PEKING, March 17th.

A Japanese, connected with the printing department of the *Shun-tien Jih-pao*, was arrested yesterday on suspicion of being a member of the new Tung Meng Hui.

EUROPEAN SERVICE.

THE BRIBERY ALLEGATIONS IN JAPAN.

BERLIN, March 18th.

The Siemens-Schuckert Works declare that they never had any commercial dealings whatever either with the Mitsui Bussan Kaisha or the Japanese Paper Manufacturing Co.

The arrest of the two directors of these companies has therefore nothing to do with Siemens-Schuckert. The Mitsui Bussan Kaisha are the representatives of the American General Electric Company.

INCREASE OF RUSSIA'S ARMY.

A REPLY TO GERMANY.

LONDON, March 18th.

Russia intends increasing the peace footing of her army by 480,000 men, as a reply to Germany. The extra expenditure involved will amount to a billion marks, which will be spread over three years.

The Russian Minister of Finance does not anticipate any difficulties.

The Times, which is daily growing more Russophile, says that Germany has deceived herself by hoping to scare France and Russia by strengthening her armaments, yet Germany is hardly likely to follow out the late Prince Bismarck's policy and begin "a preventive war."

It is reported from St. Petersburg that the secret sitting of the Duma had as its main object the voting of gold reserves to be used for armaments.

THE ITALIAN CABINET.

BERLIN, March 18th.

The Marquis di Saa Giuliano remains Foreign Minister in the new Italian Cabinet, conforming to the wish of Sig. Giolitti.

RAILWAY CONCESSIONS IN ASIA MINOR.

BERLIN, March 18th.

The negotiations of the Italian-British Railway Co. in the matter of the Adalia concession are completed. The opposition of the Aidin Railway Co. to the line to be constructed from Adalia to Bardu by the Italians has been overcome.

ACTIONS AND REACTIONS IN CHINA.

VI.-FOREIGN MISSIONS.

INTRODUCTION.

When foreign missions are spoken of, the impression conveyed in nine cases out of ten is that the various Roman Catholic and Protestant missions are referred to, and the widest interpretation that the majority of people would give to the term would confine it to Christian missions. That this should be so is, in view of the present activity and influence of the Roman and Reformed Churches, inevitable, but strict accuracy would require the term to cover not merely the agencies of the Greek, Roman, and Reformed Churches, with the possible addition of the Nestorians, working in China, but all other non-indigenous religious systems that have found a temporary or permanent foothold among her people. Manichaeism, Gnosticism, Judaism, Zoroastrianism, Mohammedanism, and the various schools of Buddhism. Only the last two of these are at the present day a force in China, and it is only in a very restricted measure that even they can be regarded as having affected her development.

The most recent exhibition of Mohammedan activity in China was the march towards Peking of the intrepid Manchou Viceroy Sheng-yü at the head of an army of Kansu Mohammedans: its most noteworthy manifestation was the insurrection in Yunnan under the Sultan Suleiman, followed by the revolt in Kashgaria under Yakoub Beg, both of which movements attained great magnitude, the latter especially involving a wide area of country. In each case, the revolt came very near to being successful, and was quelled by China only after a long and severe struggle. One of the results of these insurrections—the occupation by Russia of Chinese territory at Kuldia and the difficulty with which she was brought to evacuate it—has already been noticed. From that time, the Mohammedans of the North-west have always been a source of anxiety to China, and less than twenty years ago they gave, in the revolt of 1898-99, another reminder of their turbulence, while it will be many a day before the memory of the troops of Tung Fu-shiang (who was himself, it is interesting to recall, among the rebels under Yakoub Beg, but saved his skin by going over to the Imperialists in time) and their doings in 1898 and 1900 will be forgotten in Peking. In face of this it seems a paradox to say that the influence of Islam in China is negligible; these various revolts were, however, only indirectly connected with the creed, and were, in their original purpose, almost purely political, as is seen from the fact that they left unmoved co-religionists in other parts of the Empire, even where, as in parts of Mongolia, they form a large percentage of the population.

The Mohammedans of China (whose numbers are variously estimated at four and ten millions) have never been active religious propagandists, and competent observers are agreed that they are in other respects a warring force. The Rev. H. French Ridley, a missionary at Sining, says (*The Moslem World*, October, 1913): "There is hardly any possibility of any serious movement arising in China in favour of Pan-Islamism, or even a revolt against the Republic. The Moslems cannot easily forget the awful retribution that followed their long reign of terror in 1862-74, when for ten long years they were practically masters of the whole north-west of China, and how finally they were driven back far into Central Asia after a fearful loss of life. The immediate extension of the railway to the north-west will finally dispel any such hope in the hearts of some of the more fanatical Moslems, as the completion will simplify the mobilization of troops, thereby checking in the bud any serious attempt at revolt." Major (now Lieutenant-Colonel) Pereira, again, says of Chinese Turkestan, with its Mohammedan population, that the Chinese "are vastly outnumbered by the native races, Mongol, Tartar, Kazak, and Kirghiz, but the latter are so effete that the Chinese have no need to fear them, for they appear to be entirely lacking in public spirit, patriotism, desire of progress and powers of combination. The Kazak and Kirghiz, living in gorges, do not appear to have progressed at all since the time of Abraham" (*China*, No. 3, 1913, p. 9). Of the Moslems of Kansu the same traveller says: "Their two great risings, the last one in 1894, were put down by the Chinese with the greatest cruelty, but so effectively that the Mohammedans have since realized their weakness, whilst cherishing a hatred of their conquerors" (*Ibid.*, p. 49).

Buddhism, on the other hand, though it has never in recent history been associated with a political revolt and has exerted no definite political influence, has become firmly embedded in the very texture of Chinese life, but in so doing it has lost some of its essential characteristics. An effort has recently been made to bring about a Buddhist revival. A Central Association, or Church, to supervise, safeguard, and control all Buddhist activities and interests in China has been formed, and two monthly Buddhist magazines are published in Chinese. In spite of these efforts, it is difficult to discover signs of an approaching increase of influence, either political or religious, for Buddhism in China, though the local importance of some temples and religious centres may perhaps be enhanced by advertisement. In some parts, too, Buddhism has shown such an easy toleration towards local customs and local deities that the original creed has been almost buried beneath these accretions, and it is at all events doubtful whether the people really believe in the pure and original creed and tolerate the superstitions "lest they vex their weaker brethren," or whether their real belief is not in the superadded animism and demon-worship. That there are many strict Buddhists in China, and many zealous devotees, is beside the question. As an active force in the moulding of the destiny of the nation, Buddhism (whether the original Amidabha cult or the corrupt form now obtaining in China) has during recent years been without influence, and the attempts that are being made to galvanize it into a new life do not, at present, show any signs of being successful.

In the dependencies of China (the former dependencies, to be exact) the circumstances are reversed, though even here it is at least open to discussion whether Buddhism or the national genius was the moving power, and where, as in Tibet, the two are so inseparably linked that "Buddhism" is almost synonymous with the national life, an endeavour to decide such a question becomes a case of hair-splitting. Whether the Mongolians of Urgan revolted in support of a reincarnation of a disciple of Buddha or in favour of their own independence under a new temporal ruler, and whether it was Tibetans or as Buddhists that the followers of the Dalai Lama expelled the Chinese from their country, are futile questions; the important point is that there are still, as in the "Tribes Country" of Western Szechuan (i.e., the stretch of country between Tatsienlu and Sunpan—the country west of Tatsienlu is still being disputed between China and the Japanese), and stretches of Inner Mongolia, where the rival claims of a Buddhist theocrat and the Chinese Government may yet have to be decided.

So much by way of clearing the ground. It would be interesting to trace at fuller length the coming to China of these creeds and the stages by which they established themselves, as well as the history in China of Judaism, Manichaeism, and other non-indigenous faiths, but these last-named have vanished from the scene, and the histories of them all are unessential to our purpose. The same might perhaps be said of the early history of Christianity in China. For there has been a natural succession of events to connect the Nestorians (for example) with the missionaries of the present day, and the history is often interrupted. To anticipate the important influences of Christian missions (or foreign missions, or missions simply having recognized the claims of these other faiths to be included in this category, we now feel justified in using these three terms as synonymous for the sake of convenience) on the development of China are sufficiently exemplified by the fact that Hung Hsiu-chuan and Sun Yat-sen, the heads of the two great anti-dynastic risings under the Manchus, were both products of mission influence. The importance of missions as a factor in China's evolution then is alone a sufficient reason to call for some notice of their early history; it is possible, moreover, that this early history has had its share in determining their influence—it is not impossible that in some cases the knowledge of the previous history of (e.g.) Nestorianism in China has influenced the attitude of the people towards modern missions.

The first introduction of Christianity into China is usually ascribed to the Nestorians, nor is there documentary or substantial proof of its prior introduction, but the tradition that ascribes to St. Thomas the honour of being the pioneer in this respect is of such long standing and is so well rooted that it can not be ignored. The tradition makes St. Thomas travel, in the course of his evangelization, to Madras and the Malabar coast, and then, after founding the Church there, proceed to China, and is enshrined in the Syriac breviary of the indubitably ancient Church of the Malabar coast. "The Indians, the Sines, offer adoration to Thy Holy Name in memory of Mar Thomas. In *The Chinese People* Archdeacon Moule quotes (p. 366) Amrabiut (c. 300 A.D.) and Cosmas (555 A.D.) to show that it was then believed that a missionary work had already been done in China in those early days, and remarks: "Neither of these early witnesses contradicts the claim of St. Thomas as the proto-evangelist in India and in China; and coming lower down the tide of time, we find testimonies documentary and oral to that claim which can scarcely be set aside save by the charge of forgery, hard to substantiate, on the

part of the Malabar Church itself, or by the Nestorians or Jesuits, who would have little private interest in such a fabrication." He further quotes from a treatise founded on the reports of Matteo Ricci (1583-1610): "The fact that that (the Syrian) coast was added to Christ by means of St. Thomas the Apostle is too plain to be called in question by even the most obstinate. In those manuscripts, then, we read very plainly that the faith was carried to the Sines (i.e., Chinese) by the same Apostle of Christ, and that several Churches were founded in that kingdom." On the other hand, John de Monte Corvine (1298-1328) says of China: "To these regions there never came any Apostle or disciple of the Apostles."

Even more hazy and uncertain is the theory that "John the Persian, Metropolitan of India," who was present at the Council of Nicaea (A.D. 325) was in some way connected with the Prester John who ruled over the Kerait Tartars, inhabiting the Amur region, or that there was an early mission to the Far East by the Chaldean Church. The first historical Christian Mission is that of the Nestorians, whose history has been, thanks to the famous stone discovered at Chenchib, 50 miles south-west of Sian-fu, in 1923, preserved for us in an undisputed form. The tablet itself is dated A.D. 781, and bears an inscription in Chinese and Syriac, surrounded by the Cross. The latter portion consists chiefly of the names of Nestorian priests:—Jacob, Simeon, Sergius, Ephraim, etc.; the former portion, which contains some 1,800 characters, gives first a partial summary of the doctrines of Christianity, followed by a history of the mission in China. This narrates how in A.D. 635 there came to Chang-an (Si-an) from Ta-tsin (the vague term covering anything west of the Ural or of Chukotka) a priest named Olopen, who must therefore be regarded as the first authenticated missionary in China, though there is reason to believe that the Nestorians first came to China in the early years of the 6th century, and existing records state that Nestorian monks brought the eggs of the silk worm from China to Constantinople in A.D. 551. In 635 a decree was issued conferring honours on Olopen and favouring the religion. (Alexander Wylie, a Protestant missionary, made the discovery some 60 years ago that this decree is still preserved in an extant work, and a few years later the Russian Archimandrite, Palladius, discovered the decree itself, confirming, if confirmation were needed—for its authenticity has never been disputed—the inscription of the stone.) The tablet relates the spread of the creed until monasteries were established in ten provinces, and passes on to an epoch of persecution and degradation in the early days of the eighth century, followed by a further period of revival and extension until, at the time of the inscription, it could be said that "Religion now flourishes in numerous monasteries, old and new. The most distinguished and virtuous *Tah-se* (i.e., Christian) never heard of anything so fine; but the white-haired illustrious scholars (the Nestorians) are now seen in their own persons, and it is desired to commemorate the facts on stone." (Parker, *Studies in Chinese Religion*, p. 283).

The Nestorian would seem to have declined in the ninth century, and though there is practically no trace of their history subsequent to the erection of this tablet, it is probable that their mission was brought to an end by the Edict of the Emperor Wu-tsung in 845—"As to the monks and nuns who come under the head of aliens, making known the religion of foreign countries, we decree that over 3,000 Syrians (i.e., Nestorians) and Mu-hu-fu (Parsees) return to lay life and cease to confound our native customs." Probably, too, the stone was buried at about the same time, and for nearly 800 years almost all traces of this mission were lost, including even its translation of the Bible or of portions of it, though a possible relic was found in the hands of a Chinese in 1725—a Syrian manuscript consisting of a large portion of the Old Testament and a collection of hymns. The latest date at which the influence of this mission is definitely apparent is A.D. 878, when an Arab traveller, Ibn Wahab, found "evidence of the knowledge of the truth in China," holding an interesting dialogue with the Emperor about the facts and history of the Old and New Testaments (Marshall Broomhall, *The Chinese Empire*, p. 6).

China again came in contact with the Nestorians through the Mongols, especially when the latter became her rulers, and at the same time the Nestorians came into opposition with the first mission from Europe, which was despatched to the Far East almost immediately after Eastern Europe had been overrun by Ghenghis Khan and his son Ogatai. The beginning of this second Nestorian mission is mixed up with another form of the Prester John legend. According to this, the king of the Kerait tribe of Mongols in 900 A.D. lost himself in the wilderness, where he chanced on a Nestorian hermit, who set him on his way again and whose faith he accepted, being subsequently baptized, together with 200,000 of his subjects. Of the various Prester John traditions Archdeacon Moule says:—"One thing is certain, namely, that when the regions connected with these narratives, legendary or historic, of Prester John were eventually reached and explored, it was found that from the twelfth century numbers of

Nestorian Christians had lived there as an established Church, and apparently having no direct connection with the great Mission under the Nestorian Apostle in the seventh century." (*The Chinese People*, p. 313.) In further corroboration of Nestorian influence among the Mongols, the same writer cites the fact that Khublai Khan's mother was buried (or her effigy was placed) in the Cross Monastery in Kansu; the conversion to the Roman Church by John de Monte Corvine of King George, a Tartar chieftain who was originally a Nestorian; and the journey to the West in 1275 of two Nestorian monks, Mark and Bon Sauma, born in Shansi and Peking respectively, the latter of whom was allowed to celebrate mass in Rome and received the Communion from the Pope, and subsequently met in Gascony Edward I. of England, who received the Communion from him.

In 1280, Khublai Khan established a Board in Peking for the control of the Christian clergy, and traces of the Nestorians occur at intervals right up to the end of the Mongol (Yuan) dynasty in 1298. They would seem, however, to have degenerated during the years of isolation from the parent Church—the monk William of Rubruquis, who was sent by Louis IX. of France on a conciliatory mission to the Mongol Court at Kara-koran in 1293, speaks of them as ignorant, polygamists, and as ordaining boys in infancy, though, in view of the opposition between the Minor Friars and the Nestorians, he is perhaps not an altogether impartial witness.

The mission of the Minor Friars was the first effort of the Church of Rome to evangelize the Far East. Short as it was (as a sustained effort it continued only from 1290 to 1370, though John de Plane Carpini started for the Far East as early as 1246) it has left its mark for all time in the records of the extensive travels and zealous labours of John de Monte Corvine and Friar Odoric. The most noteworthy achievement of the former is his translation of the New Testament and the Psalms, while the latter is said to have baptized "more than 20,000 pagans, Saracens, and other infidels." The early days of the Mongol dynasty were peculiarly favourable to their labours, Khublai Khan exhibiting a broad-minded toleration towards all creeds and showing himself friendly to the mission. There are even letters existing relating the fact that he requested the Pope to send one hundred missionaries to his country, "to prove by force of argument, to idolaters and other kinds of folk, that the law of Christ was best, and that all other religions were false and naught; and that if they would prove this, he and all under him would become Christians and the Church's liegemen." The noble work of Monte Corvine and Odoric was, not, however, well backed up; the later Mongol Emperors pandered grossly to a corrupt Buddhism; and the mission came to an end soon after the murder of James, the last Bishop of Zaitun, in 1368, and the efforts of the Roman Church to evangelize China were not renewed until the Jesuit "Christian Expedition to China" was made by the famous Francis Xavier in 1552. From that date onwards the work of the Roman Church in China proceeds without a break in order not to interrupt the continuity of its history, it may be convenient to notice first the occurrences connected with the mission of the Greek Church in China, although it is subsequent in date to the coming of Xavier.

The frontier troubles between Russia and China that led to the Treaty of Nerchinsk (1689) and the Treaty of Kiakhta (1727) have already been referred to (Chap. II.). Article V. of this latter Treaty provided for the permanent establishment of a mission in Peking, to consist of four priests of the Orthodox Church, together with four youths and two adults to study the language, and further stipulated that the Russians should be permitted "to pray and worship their own God in their own way." It has been suggested that the assent of the Chinese Government to the establishment of this mission was prompted by their desire to secure a counterpoise to the missionaries of the Roman Church, who were then in disfavour. An effort was made to send a Bishop to Peking, but this the Emperor (of China) forbade. The Russian mission so established has continued until the present day, the waves of Imperial repression and persecution that the various Roman orders experienced in the early days of the Late dynasty leaving it untouched. The reason for this immunity lay in the fact that it made no active effort to proselytize, being content to remain "in possession" and translate the Bible and other works into Chinese. Proportionate to its freedom from interference has been its freedom from influence, but it is worthy of note that the first hint of a Treaty provision for the toleration of Christianity occurs in a Russian Treaty—that of Kuldia, 1851. (The famous "toleration" clauses, which admit the right of Chinese to become Christians, occur in the Treaties of Tientsin, 1858.) This toleration was, however, confined to Russians: Article XIV. of the Treaty provides that "The Chinese Government shall not in any case prevent Russian subjects celebrating divine service in the factories (at Tarbagatai and at Ili) according to the rites of their religion. In case any Russian subject in China should die at Ili or Tarbagatai the Chinese Government shall allow outside the wall of each city an empty piece of ground to serve as a cemetery." This, however, scarcely affects the missionary work of the Greek Church, and it was not until after 1900 that it showed any signs of outward development, though the researches of the Archimandrite Palladius, who examined exhaustively the history of Christianity in China from the earliest days, have a value of their own. Four hundred of the 700 Chinese adherents of the mission are said to have suffered during the Boxer massacres, and after this it was established at Peking on a larger scale with a Bishop at its head, and a few years ago it set up branches in Chikiang, though its active work is still as limited as at the first, and its influence consequently has not increased.

INTIMATIONS.

PUBLIC OPINION.



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[34]

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HONGKONG.



NOTICES

Communications respecting advertisements, subscriptions, printing, etc., should be addressed to the Editor, and should be accompanied by the cash or order for the same.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

FOR SALE.

STAMP COLLECTION of about 10,000 Varieties in Permanent Album at about 1/3rd of Stanley Gibbons' Catalogue Price. Replies to—Care of "Daily Press" Office. Hongkong, 18th March, 1914. [426]

WANTED.

UNFURNISHED FLAT of TWO or THREE ROOMS. Moderate Rental. Apply—Care of "Daily Press" Office. Hongkong, 18th March, 1914. [427]

TO LET.

3 ROOMS for Office, 6, Des Vaux Road, Central. Apply to—T. YUASA, 6, Des Vaux Road, Central. Hongkong, 18th March, 1914. [428]

NOTICE TO CONSIGNEES

GENERAL AVERAGE.

P.M. S.S. "MANCHURIA"

THE above-mentioned Vessel having arrived, that Consignees of Cargo are hereby notified that on and from MONDAY, the 18th March, 1914, and until further Notice, all Through Single and Return Fares for CARGO will be subject to a surcharge of 20% owing to the depreciation in Canton Local Notes. From this date the Single and Return Fares by the Express and Night Trains between CANTON and HONGKONG and vice versa will be as under:—

SINGLE JOURNEY.
Hongkong to Canton
1st Class ... \$4.00 ... \$5.10
2nd " ... 2.00 ... 2.60
3rd " ... 0.95 ... 1.20
RETURN JOURNEY.
Hongkong to Canton
1st Class ... \$6.75 ... \$8.65
2nd " ... 3.00 ... 3.85
3rd " ... 1.50 ... 1.90
Scale of surcharge upon local fares are as advertised upon Station Notice boards.

By Order, THE ADMINISTRATION, Canton, 10th March, 1914. [408]

AUCTIONS

BY ORDER OF THE EXECUTOR

of the

Will of the late Mr. A. A. D. SASSOON.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION

On THURSDAY, the 26th day of March, 1914, at 12 o'clock Noon, at their Auction Rooms,

THE VERY VALUABLE LEASEHOLD PROPERTIES known as

SOWKEWAN LOTS Nos. 105, 107, 108, 113 and 137, IN FOUR LOTS.

The Properties comprise desirable building sites situate on and near the Main Road, Sowkewan, and ripe for immediate development. A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOCKER, DEACON & HARBSTON.

1, Des Vaux Road Central, and also

MESSRS. DAVID SASSOON & Co., Ltd., 8a, Des Vaux Road Central, and also

MESSRS. HUGHES & HOUGH, The Auctioneers.

Hongkong, 9th March, 1914. [388]

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IT IS HEREBY NOTIFIED that the RIGHT TO QUARRY STONE on the following Lots of Crown Land for a period extending from 25th March, 1914, to 30th June, 1915, will be let by Public Auction to be held at the Office of PUBLIC WORKS DEPARTMENT, on MONDAY, the 23rd day of March, 1914.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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INTIMATIONS

CANTON-KOWLOON RAILWAY.

IMPORTANT ADDITIONS AND ALTERATIONS TO TRAIN SERVICE.

NIGHT EXPRESS TRAINS TO AND FROM CANTON.

1. The Public is hereby notified that commencing on MONDAY, the 16th March, 1914, and until further Notice a NIGHT TRAIN SERVICE will be inaugurated between CANTON and KOWLOON and vice versa. The Down Train will leave CANTON at 7.15 p.m. and arrive Kowloon at 11.25 p.m. The Up Train will leave Kowloon at 12.45 a.m. and arrive Canton at 5 a.m. Special Reduced Fares including Star Ferry across the Harbour. 2. About this date on the PANTLING SHA TOU KOK branch line the coaches at present in use will be withdrawn and replaced by new Rolling Stock. First and Third Class accommodation will be provided. For the convenience of Excursionists and others, Special Cheap Return Tickets will be issued to SHA TOU KOK from Hongkong and Kowloon at the following Reduced Rates:—1st Return, \$2.10; 2nd Return (1st Class on branch line), \$1.50; 3rd Return, \$0.90. 3. Important Alterations in the Local Train Service will also come into force. For further particulars see Time Tables, which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

By Order, H. P. WINSLOW, Manager, British Section, Kowloon-Canton Railway.

By Order, THE ADMINISTRATION, Chinese Section, Canton-Kowloon Railway, Kowloon, 10th March, 1914. [394]

CANTON-KOWLOON RAILWAY. (CHINESE SECTION).

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1, Des Vaux Road Central, and also

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Hongkong, 9th March, 1914. [388]

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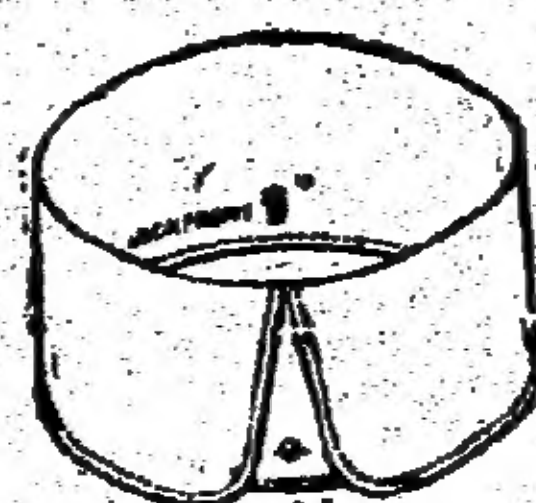
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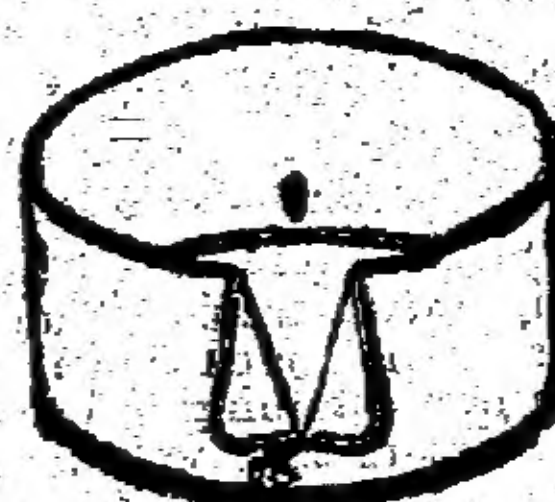


THE "CRAWFORD"

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A variety of Other Styles.

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THE "LANFORD"

in 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

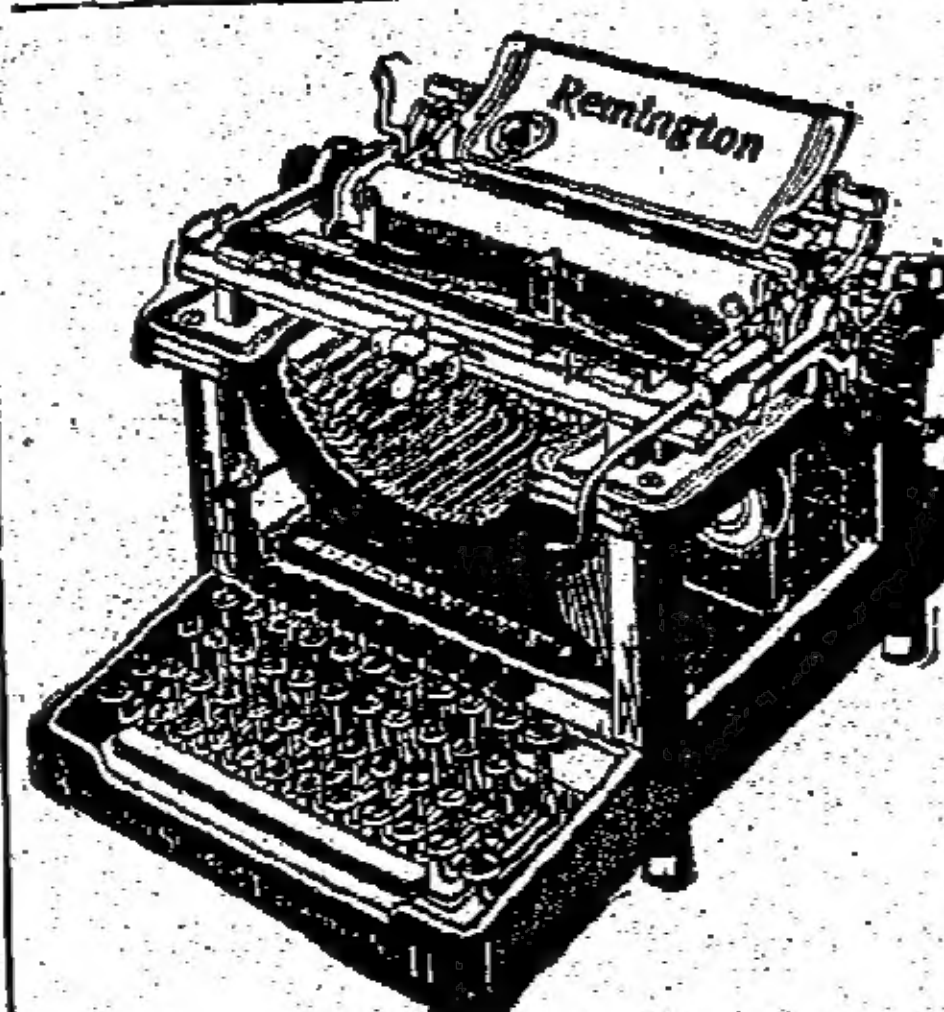
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\$4.50 PER DOZEN.

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The Longest History.
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The Most Complete and Comprehensive Product.
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Official Typewriter of the Panama-Pacific International Exposition.

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SIEMSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa. [54]

INSURANCE OF LUGGAGE.

THE EUROPEAN GOODS AND TRAVELLERS' LUGGAGE INSURANCE CO. Undertake the Insurance of Travellers' Luggage in Transit by Rail and Sea or during Storage in all Parts of the World.

The Insurance covers accident to the means of conveyance, Act of God, Burglary, Criminal Attack, Fire, Sea-water, and Contribution to General Average.

The simple way of Insuring and the exceedingly cheap premium should appeal to all Travellers.

For further particulars and rates apply to the Agents.

SIEMSEN & CO. [422]

ENTERTAINMENTS

THEATRE ROYAL.

SATURDAY, MARCH 21st, AT 9.15 P.M.

Under the Distinguished Patronage of H.E. THE GOVERNOR and LADY MAY.

EUROPEAN Y.M.C.A. ANNUAL CONCERT.

FIRST PART.

KINDLY ARRANGED BY

LADY MAY.

TICKETS \$3, \$2 and \$1. Soldiers and Sailors in uniform Half-Price to \$1 Seats. PLAN AT MOUTRIE'S. [385]

Hongkong, 7th March, 1914.

Hongkong, 7th March, 1914.

Hongkong, 7th March, 191



"The tonic effect of Sanatogen on me is simply wonderful!"

In these words Mr. Arnold Bennett—the famous novelist and playwright—gives vivid expression to what everyone feels after taking Sanatogen.

Why not experience that feeling yourself? Why not let Sanatogen produce on you that "wonderful tonic effect" which makes people so grateful and so enthusiastic about Sanatogen?

They know that Sanatogen is a genuine tonic which really does what is claimed for it—that it does actually strengthen the nerves and restore vigour and elasticity—that it builds up reserve strength, helps digestion and assimilation, and produces a most beneficial effect upon every organ of the body.

There is no doubt that Sanatogen will have these truly wonderful effects on you. And there is no better time for taking Sanatogen than now, when the enervating weather makes a tonic almost indispensable.

Sanatogen

The True Invigorator.

Be guided by the experience of the multitudes of Europeans in the East who have testified to the value of Sanatogen, and who depend on it to keep them healthy and vigorous through this trying season of the year.

Remember that your principal defence against fevers, gout, rheumatism, sciatica, etc., is to raise your vital powers to the highest possible pitch and increase the germ-destroying elements of your blood, for which purpose there is nothing so effectual as a course of Sanatogen. Begin taking it to-day.

Splendid for your Health—especially for your Nerves.

You will be surprised at the remarkable improvement which Sanatogen will produce in your general health. And you will be most surprised at its strengthening, exhilarating effect on your nervous system. Instead of feeling tired and listless, gloomy and irritable, you will go through the day with calm, cheerful energy, and you will do things with real zest.

Why let another day pass with your nerves depressed and your vitality lowered? Why not go now to the nearest Chemist and buy a bottle of Sanatogen? When you have done so, your only regret will be that you did not try Sanatogen before. (For a Free Descriptive Booklet, send a post-card, mentioning this paper, to A. Wulff & Co., 6, Kiukiang Road, Shanghai.)

The Hon. Mr. Justice Goff, Judge of the High Court, Calcutta, writes: "I have been taking Sanatogen on and off for the past three years, and find it very beneficial. Many people I know take Sanatogen and would not be without it under any circumstances whatever."

Mr. Max Pemberton, the well-known Novelist, writes: "I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever."

Mr. Max Pemberton, the well-known Novelist, writes: "I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever."

SUPREME COURT.

Tuesday, 17th March.

In Summary Jurisdiction.

Before His Honour Mr. H. H. J. GOMPERTZ (Puisne Judge).

TIRING.

Tai Siu v. Chan Sze Kwoon. The claim was for \$112.40, being the proceeds of the money loan association, drawn on the 9th February, of which defendant was the head.

Mr. J. H. Gardiner was for plaintiff, and Mr. G. R. Haywood (Mr. Leo D'Almada) defended.

The Puisne Judge remarked when the case was called that he was getting very tired of money loan associations.

Mr. Gardiner said they were very tiring affairs. The money claimed was for the seventh drawing. His client said he was the highest bidder on that occasion, his bid being \$8.9 and nine cash, which was the highest amount tendered at that drawing. However, the defendant failed to pay him the amount due to him which he became entitled to.

Mr. Haywood explained that his defence was that plaintiff was not the highest bidder and the person from whom he bought his share was not entitled to the drawing because she had not paid up the three instalments, which was a rule of the association. Therefore plaintiff, as assign, was not entitled to draw any money. It was absurd to say that plaintiff was barred from being the highest bidder. It would have been to the interests of everybody, and more especially the defendant, that the highest bidder should get the money.

A witness named Ah Yee said that she was the highest bidder, and secured the draw for \$8.12.

His Lordship gave judgment for the defendant with costs.

NAVAL AND MILITARY.

Commander P. H. Waterer, who has been appointed chief executive officer of the cruiser *Yarmouth* on her recommissioning for further service with the China Squadron, has held that post since August, 1913, when he joined the *Yarmouth*. At the same time, Captain Henry L. Cochrane, her present captain, also joined, together with Lieutenant C. B. Gowan, the gunnery officer, and Lieut. S. E. Thomas, the navigating officer. The latter officers have been re-appointed to the *Yarmouth*.

It may have been noticed, remarks a London contemporary, that a departure from the usual movement of troops in the Far East has been arranged for in the troop programme of 1914-15. The 2nd Battalion Cornwall Light Infantry will move from Hongkong to North China, instead of following the usual procedure of from Hongkong to Singapore, and the 2nd Battalion South Wales Borderers will move from North China to Hongkong. It is officially notified that these movements may be altered.

It will be welcome news to the officers of the Indian battalions in the Far East that Colonel Seely has requested the Indian Army authorities to review the question of pay. Formerly the Indian officer was paid most generously, but in the interim the expense of living has increased enormously both in India and the Far East, the regimental pay remaining, of course, at a standstill. A rise of pay amongst the junior officers would be warmly welcomed, so as to bring matters into line with a home army.

SHANGHAI-NANKING RAILWAY.

ITS LOSSES AND OFFICIAL PARASITES.

PEKING, March 10th.

The *Peking Daily News* yesterday published a leading article regarding the profits and losses of the various railways in China. The newspaper attacked the Shanghai-Nanking Railway Co. on the grounds that its loss was due to heavy expenditure; salaries, it said, were too high, equipments were unnecessarily complete, while much money was spent upon the maintenance of a highly paid staff. It would appear also that the railway authorities were reluctant to increase the number of freight cars, causing loss to merchants.

To-day the *Peking Daily News* publishes a letter signed "A Friend of China" to the effect that the railway's loss could be wiped out if the Chinese were to strike off the pay-rolls a large number of "human leeches" appointed by officials, with which the line was overladen. The newspaper's correspondent pointed out that the shortage of cars is due to the fact that the Board of Communications has refused all requisitions in recent years for the more rolling-stock. He hopes that the publicity given to this matter will attract the attention of those officials to the "swarms of incompetents who batten and fatten on railways in China, not contributing a hand stir to efficient administration."

In a leading article the *Peking Daily News* endorses these words and hopes that the matter will receive the attention of the Minister of Communications. *Reuter*.

Give them Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.



"Oh! I say! It's Good!"

Cooling, refreshing and 'snappy'

Montserrat

LIME JUICE

is the ideal Summer beverage.

Large supplies have lately been shipped from London.

MONTSERRAT is sold by all leading Grocers.

APIOLINE

(CHAPOTEAU)



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to T.asey, steel Drops and Penny royal.

CHAPOTEAU, 8, rue Vivienne, Paris.

Sold by all Chemists.

123-3

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

S.S. "BENARTY,"

FROM LEITH, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th March, 1914. [416]

NOTICE TO CONSIGNEES.

T. P. & O. S. N. Co's Steamer

"DEVANHA."

Arrived Hongkong on 13th March, 1914.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAY and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

F. A. HENNETT, Supercargo.

Hongkong, 14th March, 1914. [1]

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 13th March, 1914. [415]

SHIPPING IN PORT.

STEAMERS.

AMAGISAN MARU, Japanese str., 1,995, Horie, 15th March—Mito 9th March.

COAL—Mitsui Bussan Kaisha.

ANHOI, British str., 1,250, Harris, 16th March—Shanghai 12th March, General—Butterfield & Swire.

ANMA, Norwegian str., 1,070, Arntzen, 15th March—Bangkok 8th March, Rike—Chinese.

ARCA, British str., 2,604, Statt, 13th March—Singapore 8th March, General—Asiatic Petroleum & Co.

ARRATON APAR, British str., 2,631, W. Walker, 12th March—Calcutta 24th February, General—David Sassoon & Co.

BULLMOUTH, British str., 2,001, Hill, 15th March—Palo Sambo 7th March, Bulk Oil—Asiatic Petroleum Co.

CHANGSHA, British str., 1,463, F. C. Gambrell, 13th March—Melbourne 8th February, General—Butterfield & Swire.

CYCLORS, British str., 5,762, D. Arthur, 15th March—Manila 13th March, General—Order.

DAIJIN MARU, Japanese str., 900, K. Murakami, 14th March—Swatow 13th March, General—Osaka Shosen Kaisha.

DEWAWONG, British str., 1,565, Shearer, 13th March—Saigon 8th March, Rice—Chinese.

EMPEROR OF RUSSIA, British str., 3,789, W. Davison, 15th February—Vancouver 30th January, Mails and General—Canadian Pacific Railway Co.

ELBERT, German str., 1,020, E. Bing, 14th March—Swatow 13th March, General—Johson & Co.

ESANO, British str., 1,127, W. J. Carter, 14th March—Shanghai 10th March, General—Jardine, Matheson & Co.

FOOCHOW, British str., 1,228, J. R. Owen, 11th March—Shanghai 8th March, Mails and General—Butterfield & Swire.

FOOKSANG, British str., 1,987, T. A. Mitchell, 9th March—Moi 3rd March, General—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, Hay, 13th March—Bangkok 4th March, Rice—Jardine, Matheson & Co.

HALIOTIS, Dutch str., 1,070, J. Bakker, 10th March—Shanghai 7th March, General—Molchers & Co.

HANOI, French str., 739, Ch. Le Chevalier, 14th March—Pakhoi 13th March, General—A. R. Marty.

HOPKINS, British str., 1,359, O. A. Robert, 14th March—Hongay 12th March, Coal—Jardine, Matheson & Co.

INAKO MARU, Japanese str., 2,886, K. Nishikawa, 15th March—Nagasaki 9th March, Coal—Mitsui Bussan Kaisha.

KAMOR, Norwegian str., 949, Mun, 16th March—Manila 12th March, Ballast—A. B. Line & Co.

KWANGTAY, Chinese str., 1,523, Stewart, 14th March—Shanghai 7th March, General—Chinese.

MANCHURIA, American str., 8,750, A. Dixon, 15th March—San Francisco 12th February, General—Pacific Mail S.S. Co.

MAUSANG, British str., 1,644, A. Hancock, 12th March—Fremantle 21st February, Wood—Jardine, Matheson & Co.

MISUMI MARU, Japanese str., 1,509, Y. Hatakayama, 13th March—Moi 5th March, Coal—Order.

PAOTING, British str., 1,192, W. J. Barker, 12th March—Saigon 8th March, Rice—Butterfield & Swire.

PENANG MARU, Japanese str., 3,274, S. Murazumi, 12th March—Bombay 22nd February, General—Nippon Yusen Kaisha.

SAIKAI MARU, Japanese str., 2,742, S. Nakagawa, 15th March—Moi 9th March, Coal—Mitsui Bussan Kaisha.

SEATTLE MARU, Japanese str., 3,338, Saitow, 12th March—Manila 9th March, General—Osaka Shosen Kaisha.

SENA, German str., 992, N. Jensen, 10th March—Bangkok 2nd March, Rice—Chinese.

SPEZIA, German str., 2,274, W. Henneke, 14th March—Hamburg 12th March, General—Hamburg-Amerika Linie.

WEATHER REPORT.

On the 17th at 10.50 a.m.—The anti-cyclone has moved further eastward. The area of highest pressure extends from Shanghai to the Bonins.

Another area of high pressure lies over N.W. China, and a depression lies to the north of Hokkaido.

Pressure has decreased slightly over Formosa and the Loochoos.

The monsoon is interrupted along the east coast of China. It will remain fresh to moderate over the north-west portion of the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.88 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

Hongkong & Neighbourhood (N. winds, moderate; fine).

Formosa Channel (North winds, strong).

South coast of China between (The same as Hongkong and Loochoos. No. 1).

South coast of China between (The same as Hongkong and Loochoos. No. 1).

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 17th.

Previous On Date On Date

Day at at at

at 2 p.m. 6 a.m. 2 p.m.

Barometer 30.17 30.21 30.19

Temperature 64 52 64

Humidity 80 78 84

Wind-Direction NNE North West

Force 2 1 2

Weather od e b

Rain 0.88

Highest open air Temperature on 16th... 56

Lowest open air Temperature on 16th... 50

HONGKONG TIDE TABLE.

From 16th to 24th March, 1914.

HIGH WATER LOW WATER

Days of Week Days of Month H'kong. Mean Time Height H'kong. Mean Time Height

Wed. 13 h. m. ft. in. h. m. ft. in.

Thurs. 19 No infer. high 9 28.4 1 9

Fri. 20 No infer. high 11 28.1 1 9

Satur. 21 No infer. high 0 36 1 5

Sun. 22 m 8 45 4 5 m 1 15 1 4

Mon. 23 m 8 45 4 5 m 0 8 4 3

Tues. 24 m 9 5 4 8 m 2 30 1 4

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Nie* left Yokohama for Hongkong, via Manila, on the 8th March.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 7th March, at 11 a.m., and may be expected here on or about the 30th March.

The E. & A. str. *Aldenhams* left Sydney for this port (via Queensland Ports and Manila) on the 11th March, and may be expected to arrive here on or about the 4th April.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Shanghai on the 17th March, at 2 p.m., and is due to arrive here on the 20th March, at 2 p.m.

THE GERMAN MAIL.

The I.G.M. str. *York*, carrying the German mails, with dates from Berlin of the 18th February, left Singapore on the 13th March, at 11 p.m., and may be expected here on or about the 18th March, at 6 a.m.

MERCHANT STEAMERS.

The Danish str. *Indien* left Karatsu on the 13th March, and may be expected here on or about the 18th March.

The Rickmers Line str. *Aenne Rickmers* left Singapore on the 12th March, p.m., and is expected here on or about the 18th March.

The str. *Thongwa*, from Calcutta, left Singapore on the 13th March, and may be expected here on or about the 18th March, a.m.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Bombay for this port on the 1st March, and is expected here on the 10th March.

The Barber Line str. *Satsuma*, from New York, left Singapore on the 12th March, and is therefore due here on or about the 19th March.

The N.D.L. freight str. *Gernia* left Singapore on the 13th March, at 3 p.m., and may be expected here on or about the 19th March, at noon.

The H.A.L. str. *Hoerde* left Singapore on the 13th March, a.m., and may be expected here on or about the 20th March, a.m.

The str. *Kioto* left Singapore on the 15th March, and is due here on the 20th March.

The P. & O. str. *Nubia* left Singapore for this port on the 15th March, at 4 p.m., and is due here on the 21st March, at about 6 a.m.

The N.Y.K. str. *Makima Maru* (European Line) left Yokohama for this port via ports on the 21st February, and is expected here on the 25th March.

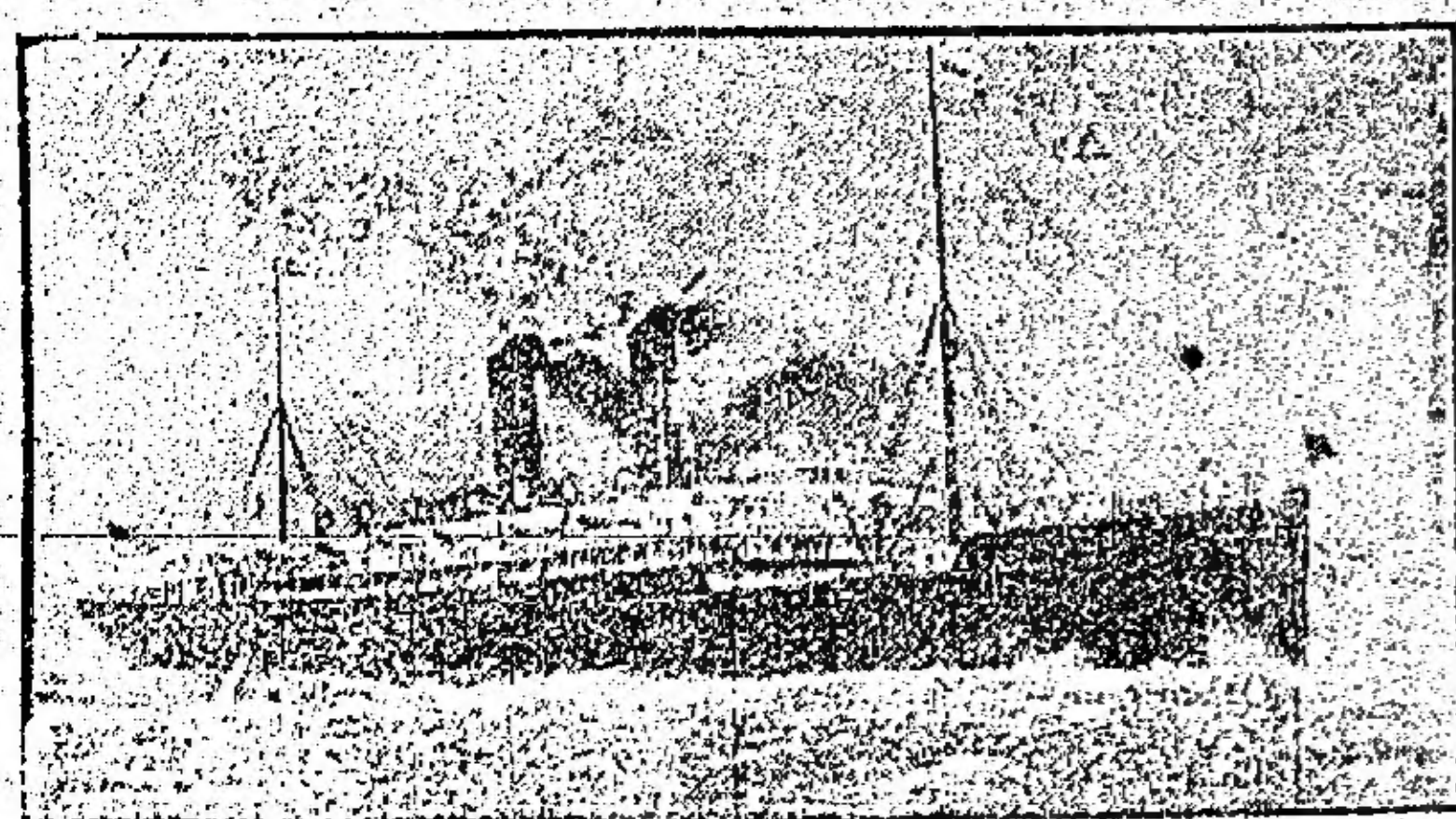
The Danish str. *Arabien* left Port Said on the 28th February, and may be expected here on or about the 26th March.

The str. *Glentworth* passed the Suez Canal on the 13th March, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kutang, from Calcutta, is due in Hongkong 29th March.

SHIRE LINE, LTD.

PACIFIC MAILSTEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

Steamers	Tons	Sailing
MANCHURIA	27,000	SATURDAY, 21st Mar., at 1 p.m.
NILE	11,000	TUESDAY, 31st Mar., at Noon.
MONGOLIA	27,000	SATURDAY, 11th Apr., at 1 p.m.
PERSEA	9,000	TUESDAY, 28th Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 p.m.
SIBERIA	18,000	TUESDAY, 19th May, at 1 p.m.
CHINA	10,200	WEDNESDAY, 27th May, at Noon.

S.S. "CHINA," S.S. "NILE," and S.S. "PERSEA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From Hongkong	Arrive Manila	Leave Manila	Due Hongkong
1st Mar. ... NILE	2nd Apr.	16th Mar. ... NILE	18th Mar.
23rd Apr. ... PERSEA	30th Apr.	2nd Apr. ... MONGOLIA	4th Apr.
27th May ... CHINA	9th May	17th Apr. ... PERSEA	19th Apr.
16th June ... NILE	18th June	30th Apr. ... KOREA	2nd May.

FOR FREIGHT OR PASSAGE, APPLY TO—**R. C. MORTON, AGENT.**KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong: 1st April. Connecting with "KATHIAWAR" 17th April.
From Colombo: 1st April. Connecting with "KATHIAWAR" 17th April.
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:From Hongkong "SALAMIS" About 30th March.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.**OSAKA SHOSEN KAISHA.**REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.**SOUTH AMERICA LINE.**

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	SATURDAY, 21st March, at 1 p.m.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 1st April, at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 16th April, at 1 p.m.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 29th April, at 1 p.m.
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at 1 p.m.
"PANAMA MARU"	J. Kanoo	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAYA MARU"	D. Fuchigami	SUNDAY, 5th April, a.m.
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 16th April, a.m.
"MALAY MARU"	T. Miyata	SUNDAY, 26th April, a.m.
"LUZON MARU"		

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALU MARU"	Y. Yamamoto	WEDNESDAY, 25th Mar., at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokuhige	SUNDAY, 22nd Mar., at Noon.
"DALIN MARU"	K. Murakami	SUNDAY, 29th Mar., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Tashira	WEDNESDAY, 18th Mar., at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Tashira	

These Steamers of Coast and Forenoon Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from No. 1 Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,MANAGER,
Second Floor No. 1 Queen's Building.**HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	from COLOMBO to MARSHALLS and LONDON	MARSHALLS	PRIMROSE (London 1 day later)

p.m.	Thurs.	6 p.m.	Noon.	Thurs.	Friday	Thursday
Mar. 19	DEVANHA	Mar. 24	Mar. 29	MEDINA	Apr. 24	April 30

Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 5.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

REDUCTION IN FARES:

SALOON Single \$2.50, Return \$4. — 1st CLASS Single \$1.25, Return \$1.75
 2ND CLASS Single 80 cts., Return \$1.30.
Staterooms:—Saloon 50 cts. per person single. 1st Class single 25 cts. return 40 cts.
 " 75 " " return. 2nd " 15 " " 25 "
 One Cabin in each Class reserved free for use of Ladies.

One Cabin in each Class reserved for the	
Further particulars may be obtained at the Office of the Company.	
CANTON MACAO LINE	

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR**LONDON**
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
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NILE	about Mar. 3	about Mar. 14	about Mar. 18	about Mar. 24	about Apr. 21	about Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 13
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.
These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBOFARES TO LONDON:
1st Saloon 250 Single; 275 Return. 2nd Saloon 235 Single; 252 Return.FARES TO MARSEILLES:
1st Saloon 245 Single; 2nd Saloon 233 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT DEPT.

47

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTSEASTWARD
S.S. "THONGWA" 6,298 tons, Captain O. M. Robins, will be despatched for YOKOHAMA, KOBE and MOJI on 25th March.

S.S. "TORILLA" 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SHANGHAI, KOBE and MOJI on 18th April.

WESTWARD
S.S. "JAPAN" 6,015 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th March.

S.S. "DUNERA" 5,399 tons, Capt. E. G. M. Dickinson, will be despatched as above on 27th March.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 16th March, 1914

PHILIPPINES S.S. CO.REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTSEASTWARD
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AGENTS.

Hongkong, 16th March, 1914

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS AND DISPLACEMENT

TONS

SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

KATORI MARU, Capt. Murai, 20,000, WEDNESDAY, 25th Mar., at 10 a.m.

KAMO MARU, Capt. K. Kawara, 15,000, WEDNESDAY, 8th Apr., at 10 a.m.

YOKOHAMA MARU, Capt. S. Wada, 12,500, TUESDAY, 24th Mar., at Noon.

AWA MARU, Capt. Teranaga, 12,500, TUESDAY, 7th Apr., at Noon.

TANGO MARU, Capt. Sekino, 13,500, WEDNESDAY, 8th Apr., at Noon.

MIKKO MARU, Capt. W. Takeda, 9,600, WEDNESDAY, 6th May, at Noon.

CALCUTTA via SINGAPORE, PENANG and RANGOON

HAKATA MARU, Capt. Noguchi, 12,500, THURSDAY, 19th Mar.

BOMBAY via SINGAPORE, PENANG and COLOMBO

KAMAKURA MARU, Capt. T. Hori, 12,500, THURSDAY, 19th Mar.

SHANGHAI, MOJI and KOBE

INABA MARU, Capt. Shinohara, 12,500, WEDNESDAY, 18th Mar.

KOBE and YOKOHAMA

MISHIMA MARU, Capt. F. L. Sommer, 20,000, WEDNESDAY, 26th Mar., at 11 a.m.

NAGASAKI, KOBE and YOKOHAMA

MIKKO MARU, Capt. R. Takeda, 9,600, WEDNESDAY, 8th Apr., at 11 a.m.

SHANGHAI, MOJI, KOBE and YOKOHAMA

Capt. R. Takeda, 9,600, WEDNESDAY, 8th Apr., at 11 a.m.

Cargo only.

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMERS

TONS

SAILS

WEDNESDAY

25th March

8th April

22nd April

6th May

FOR AMERICA.

STEAMERS

TONS

SAILS

TUESDAY

24th March

21st April

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 222 and 1241.
[8-9-14]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NILE	10 A.M. 18th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA.	ARCADIA	About 21st Mar.	Freight and Passage.
SHANGHAI	ARCADIA	About 25th Mar.	Freight and Passage.
LONDON via Usual Ports of Call.	DEFAHNA	28th Mar.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th March, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI.	PAOTING	On 19th Mar., 10 A.M.
PAKHOI and HAIPHONG.	KAIFONG	On 19th Mar., Noon.
SHANGHAI and TSINGTAU.	ANHUI	On 19th Mar., 4 P.M.
SHANGHAI, CEBU and ILOILO.	CANCOW	On 21st Mar., 10 A.M.
SHANGHAI and TIENTSIN.	CHINEA	On 24th Mar., 4 P.M.
SHANGHAI and TIENTSIN.	LIANGHONG	On 24th Mar., 4 P.M.
SHANGHAI and TIENTSIN.	KUEICHOV	On 26th Mar., Noon.
SHANGHAI and TIENTSIN.	LUCHOW	On 28th Mar., 4 P.M.
SHANGHAI and TIENTSIN.	CHENAN	On 28th Mar., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAY" and S.S. "SANTU" have excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TIENTSIN, leaving there on Tuesdays for Shanghai, Hongkong and Canton. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents. Hongkong, 18th March, 1914. TELEPHONE 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 20th Mar., 10 A.M.	On 9th Apr., 10 A.M.
EASTERN	On 20th Mar., 10 A.M.	On 14th May, 10 A.M.
ALDENHAM	On 20th Mar., 10 A.M.	On 29th May, 10 A.M.
EMPIRE	On 20th Mar., 10 A.M.	On 29th May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK, and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.):
S.S. SUDMARK	S.S. SUDMARK
S.S. HOEDE	S.S. HOEDE
S.S. BRISGAVIA	S.S. BRISGAVIA
S.S. UCKERMARK	S.S. UCKERMARK
S.S. ALTMARK	S.S. ALTMARK
S.S. FURST BULOW	S.S. FURST BULOW
S.S. SAMBA	S.S. SAMBA
S.S. FRISA	S.S. FRISA
S.S. SILESIA	S.S. SILESIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th March, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	WEDNESDAY, 18th Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th Mar., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. Evans	WEDNESDAY, 18th Mar., at 11 A.M.
"HAIMUN"	Capt. J. Evans	SUNDAY, 22nd Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 18th March, 1914.

TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	SATUR., 4th April.
NIPPON MARU	11,000—18 knots	WEDNESDAY, 8th April.
HONGKONG MARU	11,000—18 knots	SATURDAY, 25th April.
SHINYO MARU	22,000—21 knots	from KOBE 11th May.
CHIYO MARU	22,000—21 knots	TUES., 19th May.

Passengers by this Steamer may travel per a.s. "HONGKONG MARU."

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	\$60. " " £96.10.
" " " SAN FRANCISCO	\$45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
SEIYO MARU	14,000—15 knots	SATURDAY, 14th April.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN L. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN.	KLEIST	17,000	Wednesday, 18th Mar., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	"YOROK"	17,000	About Thursday, 19th Mar.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.	"COLENZ"	6,750	Saturday, 21st Mar., at 9 A.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, Capt. A. HUBER, 31st Mar.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Thursday, 9th Apr., at 9 A.M.

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphic
New System of Telefunken.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.
OUTWARD.

Steamship	about	FOR HAVRE, DUNKERK, EMDEN AND HAMBURG/BREMEN:
"GERNIS"	19th March.	S.S. "GERNIS"
"SIGMARINGEN"	30th March.	S.S. "SIGMARINGEN"
"NORDERNEY"	13th April.	S.S. "NORDERNEY"
"HELGOLAND"	27th April.	S.S. "HELGOLAND"
"BORKUM"	11th May.	S.S. "BORKUM"

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 9th March, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of March	JAPAN	First half of March
TJITAROEM	SHANGHAI	First half of March	JAVA	First half of March
TJIMANORE	JAVA	Second half of March	SHANGHAI	Second half of March
TJILATJAP	JAVA	Second half of March	JAPAN	Second half of March
TJIPANAS	JAVA	Second half of March	SHANGHAI	Second half of March
TJIKINI	SHANGHAI	Second half of March	JAVA	Second half of March
TJIMAH	JAVA	First half of April	JAVA	First half of April
TJILIWONG	JAVA	Second half of April	JAPAN	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.Yok Buildings, 1st Floor.
Hongkong, 6th March, 1914. Telephone No. 1574.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—15, DES VREUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.
MANILA:—MANILA HOTEL.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by O. J. Halcombe	5.50	DOG AND GUN in New Territory	1.00
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MONTHLY FAST SERVICE TO TRIESTE (VENICE),
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Superior accommodation for 1st and 2nd Class passengers, no surtax, no tip, no inside Cabin.

FARES: Hongkong-Trieste (Venice), 2nd Class, £25 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SINGAPORE (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "AUSTRIA", 14,000 tons, will leave as above about 5th April.

The Steamers of large tonnage are fitted with comfortable and efficient accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London

